

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY BOARD
MINUTES OF DECEMBER 18, 2008 BOARD RETREAT
OAKLAND, CALIFORNIA

Chair Green convened the CMA Board Retreat at 3:00 P.M.

1.0 PLEDGE OF ALLEGIANCE

2.0 ROLL CALL

Parmelee conducted the roll call to confirm quorum. The roll call roster is attached.

3.0 PUBLIC COMMENT

There was no public comment.

4.0 INTRODUCTIONS

Kendall Flint, facilitator, presented the Retreat Objectives and Structure. See attached report.

5.0 LEGISLATIVE ADVOCACY

Flint introduced the following speakers: (1) Jim Copeland and Emily Bacque, CMA's federal legislative advocate; (2) Randy Rentschler, MTC; and (3) Steve Wallauch, CMA's state legislative advocate. They provided overviews on the state and federal legislation including the Stimulus and Reauthorization of the Federal Transportation Program. See attached report.

Hosterman made a motion to adopt the California Consensus on Federal Transportation Authorization set of principles; a second was made by Worthington. The motion passed unanimously.

6.0 CLIMATE ACTION

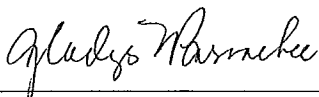
Michael McCormick, PMC, made a presentation on the science behind climate change, legislation related to green house gas reduction, and local actions that can help address climate change. See attached report. Flint, posed a series of questions related to the CMA's role in addressing climate change. The Board was polled in response to these questions. See attached report.

12.0 ADJOURNMENT

12:40 p.m.

Chair Green thanked staff and wished everybody happy holidays. He adjourned the meeting at 6:00 p.m.

Attest By:



Gladys V. Parmelee
Board Secretary

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MEMO

To: Alameda County Congestion Management Agency (ACCMA)
From: Kendall Flint, PMC
Date: December 31, 2008
Re: December 18, 2008 Board Retreat

On Thursday, December 18, 2005, the ACCMA Board of Directors met at the David Wendel Conference Center in Oakland from 3:00 PM until 7:00 PM for its annual retreat. The retreat was publicly noticed, roll was called, and the public was invited to comment on issues of concern. Chair Mark Green called the meeting to order. No public comments were received. The attendance roster is attached.

RETREAT OBJECTIVES & STRUCTURE

The objectives of the retreat were to hear federal and state legislative updates, discuss climate change, and consider possible ACCMA actions to respond to climate change issues. The program included legislative updates from Jim Copeland and Steve Wallach, discussion of potential budget issues related to the anticipated Federal economic stimulus package as well as potential State budget adjustments. Randy Rentschler of MTC described the principles that MTC would apply to any economic stimulus program and discussed anticipated programs and practices under the new administration. Michael McCormick of PMC made a presentation on the technical, legislative, and local action considerations associated with climate change. This presentation was followed by a round table discussion of opportunities for ACCMA to incorporate climate considerations in its decision making, and included informal polling related to Board preferences.

REMARKS BY EXECUTIVE DIRECTOR DENNIS FAY

Director Fay noted that he would be visiting Washington, DC with Supervisor Haggerty on Friday, December 19th to meet with the Presidential transition team to discuss transportation needs in the economic stimulus package. Anticipating that there could be a call for economic stimulus projects as early as February, he was interested in hearing from the Board about project priorities and policy considerations he should keep in mind for the trip.

LEGISLATIVE UPDATE

Jim Copeland, ACCMA's Federal Legislative Advocate, presented information on the federal economic stimulus package. Noting that Congress had rejected a recent auto industry bailout proposal, he expected the White House to provide some level of financial assistance to the auto industry before the

end of the current term. The new administration is already assembling a stimulus package for consideration in the New Year. The stimulus package highlights include:

- \$600 – \$850 Billion is anticipated to be available for a one to two year program;
- Discussions are expected to begin on January 7, 2008 and will likely be up for consideration by the end of January – early February;
- The stimulus package will include no earmarks;
- Transportation funding will flow through SAFETEA-LU formulas;
- New starts projects will not be detailed in the legislation;
- House Chairman Obey will be preparing the Bill;
- Anticipated distribution of funds should include at least \$100 Billion for local transportation projects; and
- Job creation will be a critical element of the stimulus package

Randy Rentschler, MTC, discussed organizational changes that would occur under the new administration and described the stimulus principles that MTC had adopted to govern the distribution of funds. These principles include:

- Support for a sustained effort to promote transit;
- A strong preference for shovel ready projects; and
- Set-aside funds for large future projects.

Mr. Rentschler anticipated that the distribution of funds would follow the Surface Transportation Program (STP) model to provide the flexibility to fund a broad range of projects while ensuring an equitable distribution between local governments and Caltrans. He suggested that local governments could take immediate steps to address national priorities by encouraging “Smart” highways, the electrification of transit; and transit connections to airports. He acknowledged that, though there is a preference for “shovel ready” projects, there will also need to be flexible timing in order to use the funding wisely.

DISCUSSION

Board members raised questions related to “use it or lose it” deadlines and suggested there needed to be greater flexibility to address California’s environmental regulations. They also asked for input on “game changing” strategies that could be employed to successfully compete for funds. This gave rise to the following suggested changes to the MTC Stimulus Principles:

- Principle #4 should include transit repair and replacement

- Principle #6 should include truck repair and retrofitting
- Principle #6 should set "goods" movement out as a separate bullet
- Principle #6 should allow all rail, not just train to plane
- Principle #6 should include the opportunity to generate power

It was also suggested that operation and maintenance jobs have been short changed in the principles. There is too much emphasis on construction jobs.

FEDERAL REAUTHORIZATION UPDATE

Randy Rentschler: In the coming year, the House will consider consolidating programs to make them more user friendly. Mr. Rentschler provided the following update on miscellaneous items:

- DOT Secretary will be Ray LaHood;
- Among the STP priorities are:
 - Goods movement; and
 - Clean air;
- President Elect Obama is interested in creating an infrastructure bank;
- State of CA is combining resources in an attempt to speak with a common voice for STP funds. These efforts include creation of a strong metro mobility program that supports areas, like the San Francisco Bay Area, that have airports, ports, rail, commuter rail, and bus transit services.

Jim Copeland echoed **Mr. Rentschler's** comments and both made a point of suggesting that:

- ACCMA would benefit from maintaining an effective and strategic approach to pursuing Reauthorization funds that support:
 - Maintenance and replacement of existing transit equipment and facilities and support for continuing and expanded operations;
 - Goods movement out of the Port of Oakland;
 - Support other travel modes to help get people to transit; and
 - California (esp. Bay Area) as an economic engine for the entire country.

STATE BUDGET

Steve Wallauch, ACCMA's State Legislative Advocate, provided information related to the State Budget. The Assembly and Senate adopted a budget today that the Governor is reviewing. The proposed budget will only solve half of the State's shortfall and would reduce available funding for transit, would reduce the gas sales tax, and would have an undetermined impact on sales tax based programs such as Measure B. Because the budget had only been adopted today and hadn't been approved by the Governor, staff indicated that they would provide a report in January that included analysis of the fiscal implications to ACCMA.

CLIMATE CHANGE

Michael McCormick, of PMC, provided a power point presentation (see attached) on the science behind climate change, legislation related to green house gas reduction, and local actions that can help address climate change. He pointed out that ACCMA could play an important role in responding to climate change, particularly as envisioned in SB 375. The presented information was to help Board members assess their options for local action in response to climate change.

LOCAL CLIMATE CHANGE ACTION OPTIONS

Kendall Flint, of PMC, posed a series of questions related to the role of ACCMA in addressing climate change. The Board was polled in response to questions that were intended to assess the relative interest in establishing local actions for the coming year that could respond to climate change. Board members practiced with polling equipment on two test questions before expressing the following preferences on 4 questions.

Question #3 – Should ACCMA take a leadership role in climate action?

The majority of the Board (64%) strongly agreed that ACCMA should be a local leader on climate change issues.

Question #4 – Where can ACCMA have the highest impact?

The majority of members split, between expanding land use authority (50%) and redirecting funding (33%) based on climate considerations. Members who opposed expanding ACCMA authority over land use expressed a desire to maintain local land use decision making authority with local government, noting that MTC and ABAG already have too much authority over local decisions. Members who supported broader land use authority made the following observations.

- Because land use is critical to transit (e.g. TODs and compact Development), the Board should have a voice in land use decisions.
- Climate issues could be addressed by encouraging smart land use through funding recommendations. By adding land use to the menu of considerations, the ACCMA can have an actual positive impact on climate change.

- The ACCMA is already moving in the direction of greater land use authority through control of funds by rewarding higher density projects. Continuing this trend would create one more incentive for people to do the right thing related to climate issues.
- SB 375 and the Regional Housing Needs Allocation already require transportation and land use to be linked.
- ACCMA maintains a Congestion Management Program (CMP) that includes a Land Use component. The CMP gives the ACCMA authority to more aggressively influence land use.

Question #5 – Which of these programs has the greatest chance of success?

Board members expressed a preference for programs that supported “green building” (36%) and alternative fuels technologies (27%). Given the amount of support for expanding land use authority in the prior question, it is worth noting that only 9% of Board members thought changing land use patterns would meet with success. Members attributed this result to the less threatening nature of building practices and alternative fuels technology.

Question #6 & 7 – Which of these programs should ACCMA be involved in?

Alternative transportation (33%), regional coordination (25%), and changing land use patterns (25%) were identified as the three program areas where ACCMA should expend efforts.

The same question was asked a second time, and members were given an opportunity to vote for their two favorite choices rather than just one option. Due to this change, polling results are provided as preferences rather than as percentages of Board members responding. The previously identified preferences were still supported, but support for alternative fuels and technologies became the number one program area supported by Board members.

When discussing the polling results, members made the following observations:

- The ACCMA is already actively promoting alternative transportation and should expend its energies on regional coordination, changing land use and alternative fuels.
- Some members didn't think the ACCMA could have any meaningful impact on Alternative fuels and technology
- Some members opposed expanding the ACCMA role in Land Use issues except as it relates to supporting transit services pointing out that among ACCMA's charges are the objectives of preserving infrastructure that supports auto service and minimize (auto) traffic congestion.
- Some practical applications of ACCMA strategies were discussed, including:
 - Assuming a larger advocacy role in supporting funding for climate change programs;
 - Making the Transportation Demand Management (TDM) element stronger; and

- Looking at using different methodologies to evaluate congestion (other than LOS) to include multi-modal trips.

When asked directly about expanding the ACCMA's role in regional planning, no member voiced opposition.

Question #8 – If ACCMA expands its area of interest where will funding come from?

The response to this question seems to indicate that funding for additional programs would require creative use of all available funding opportunities. As a practical matter, members observed that the most likely source of funding would be from higher fees.

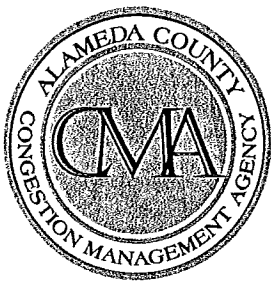
CONCLUSIONS

Staff indicated that they would develop alternative approaches to climate change that reflect the Boards input, and will return with a presentation on possible actions for the Board to consider. Based on Board input, staff expects to return with an action plan that addresses climate change through combining land use and transportation. Staff indicated that Sonoma County could provide model for such action where the CMA became, in effect, a Council of Governments.

A Board member asked if the action plan could include carbon foot print and Green House Gas emissions assessment as part of their project consideration.

Other Board members expressed concern that many cities in the East County are not served by BART and will not compete successfully for funding unless there is recognition of project location and existing difficulties related to transit.

With much thanks for the CMA staff, the meeting was adjourned with best wishes for happy holidays.



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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CMA BOARD RETREAT ROSTER OF MEETING ATTENDANCE December 18, 2008 David Wendel Conference Center 1111 Broadway, 19th Floor, Oakland, CA 94612

BOARD MEMBERS	Initials	ALTERNATES	Initials
Mark Green, Chair – City of Union City	<i>MG</i>	Manuel Fernandez – City of Union City	
Beverly Johnson – City of Alameda	<i>BJ</i>	Frank Matarrese – City of Alameda	
Scott Haggerty – County of Alameda	<i>SH</i>		
Nate Miley – County of Alameda	<i>NM</i>		
Farid Javandel – City of Albany	<i>FJ</i>	Robert Lieber – City of Albany	
Kriss Worthington – City of Berkeley	<i>KW</i>	Tom Bates – City of Berkeley	<i>T.B</i>
- City of Dublin		Kasie Hildenbrand – City of Dublin	
Ruth Atkin – City of Emeryville	<i>RA</i>	Ken Bukowski – City of Emeryville	
Robert Wieckowski – City of Fremont	<i>RAW</i>	Robert Wasserman – City of Fremont	
Olden Henson – City of Hayward	<i>OH</i>	Kevin Dowling – City of Hayward	
Marshall Kamena – City of Livermore		Marjorie Leider – City of Livermore	
Luis Freitas – City of Newark	<i>LF</i>	Alberto Huezo – City of Newark	
Larry Reid – City of Oakland	<i>LR</i>	None – City of Oakland	
John Chiang – City of Piedmont	<i>JC</i>	Garrett Keating – City of Piedmont	
Jennifer Hosterman – City of Pleasanton	<i>JH</i>	Matt Sullivan – City of Pleasanton	
Joyce R. Starosciak – City of San Leandro	<i>JS</i>	Surlene G. Grant – City of San Leandro	
Greg Harper – AC Transit	<i>GH</i>	Rebecca Kaplan – AC Transit	
Thomas Blalock – BART	<i>TB</i>	Robert Franklin – BART	

CMA STAFF	Initials	LEGAL COUNSEL	Initials
Dennis Fay – Executive Director	<i>DF</i>	Zack Wasserman – WRBD	<i>ZW</i>
Frank Furger – Chief Deputy Director	<i>FF</i>	Neal Parish – WRBD	
Dick Swanson – Director of Finance & Admin.	<i>DS</i>		
Gladys Parmelee – Exec Asst & Board Secretary	<i>GP</i>		

CMA STAFF	Initials	CMA Staff	Initials
Yvonne Chan - Accounting Manager		Vivek Bhat - Assoc. Transportation Engineer	<i>VB</i>
Christina Muller - Manager of Admin & H.R.		Saravana Suthanthira, Senior Trans. Planner	
Cyrus Minoofar - Manager of ITS		Liz Brazil - Contracts Administrator	
Matt Todd - Manager of Programming	<i>MT</i>	Sammy Ng - Senior Accountant	
Ray Akkawi - Manager of Project Delivery	<i>RA</i>	Patty Sue - Accountant	
Beth Walukas - Manager of Planning	<i>BW</i>	Jacki Taylor - Engineering Assistant	<i>(JT)</i>
Bijan Yarjani - Senior Transportation Engr.		Laurel Poeten - Engineering Assistant	
Steve Haas - Senior Transportation Engineer	<i>SH</i>	Victoria Winn - Administrative Assistant III	
John Hemiup - Senior Transportation Engr.	<i>JH</i>	Claudia Leyva - Administrative Assistant III	
Diane Stark, Senior Transportation Planner	<i>DS</i>	Myrna Portillo - Administrative Assistant I	

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12. John Hemiup	ACCMA		
13. Myrna Portillo	CMA Staff		
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17. Dawn Aguer	ALCOBOS		
18. Emily Bacque	CS STRATEGIES	202-465-3000	ebacque@cjstrat.com

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